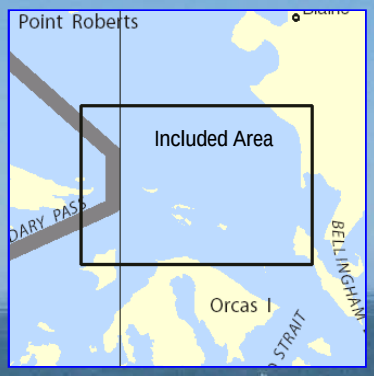
BookletChart™

Rosario Strait to Cherry Point

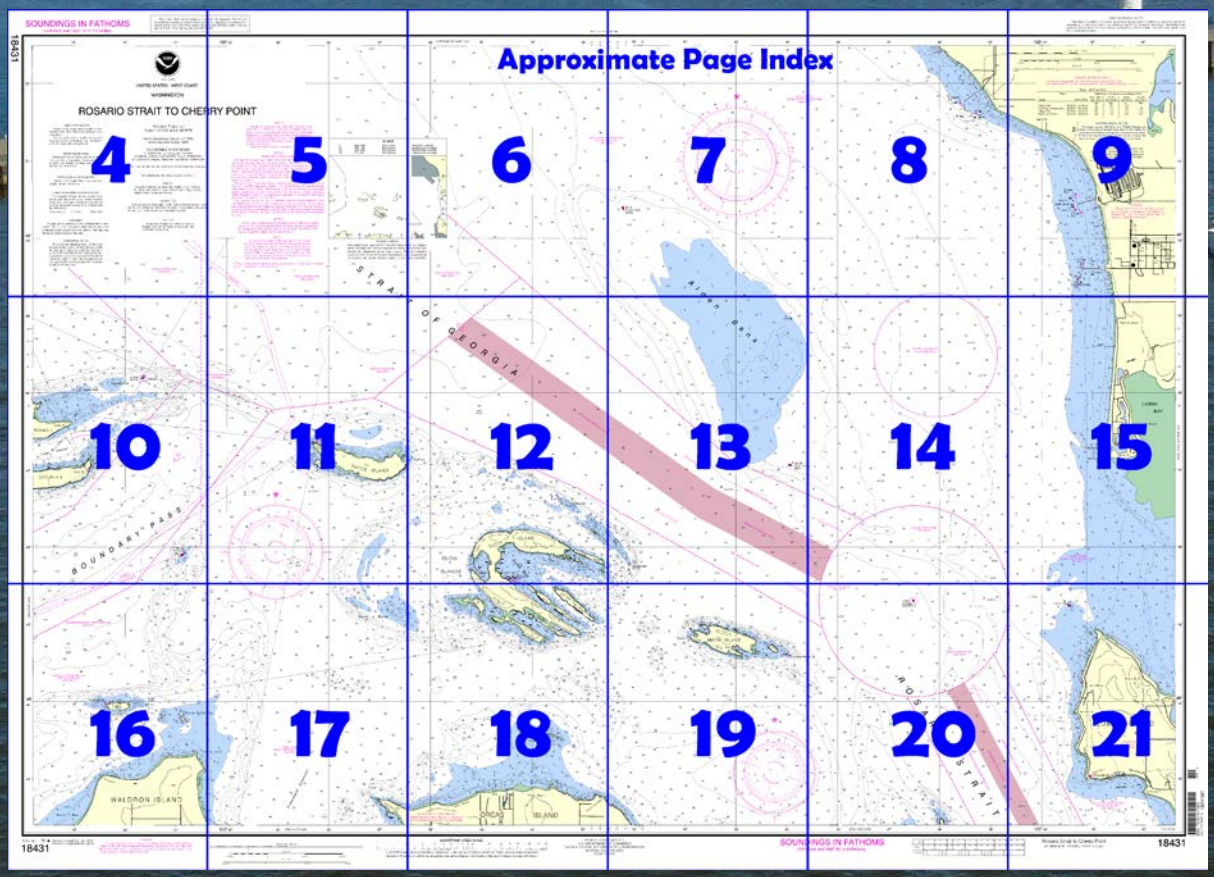
NOAA Chart 18431

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

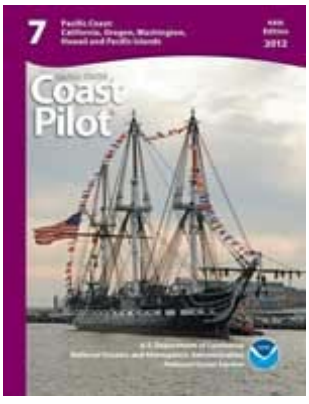
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=18431.

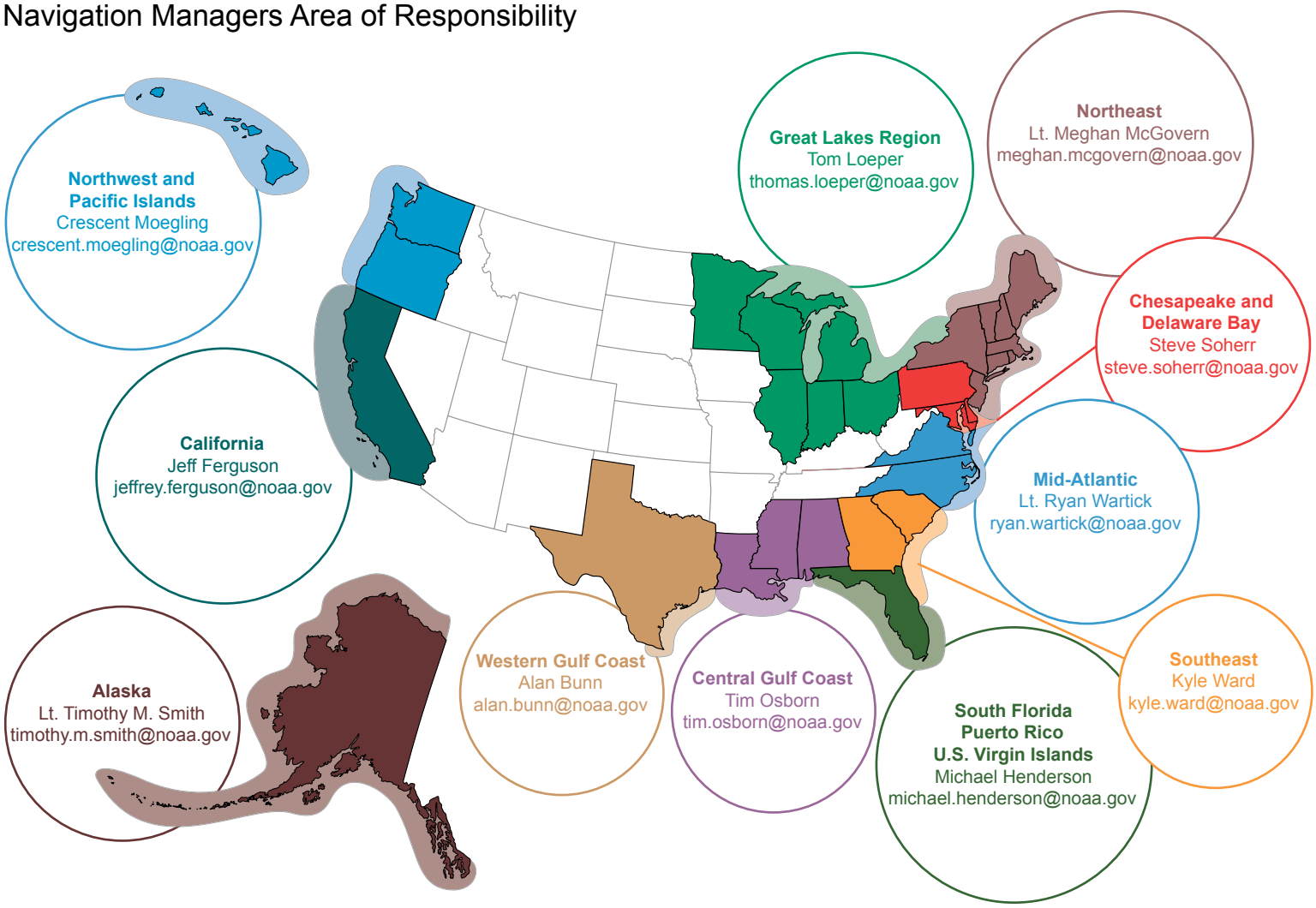


(Selected Excerpts from Coast Pilot)
Stuart Island is NW of Spieden Island and has two prominent hills near the middle, 640 feet high. **Turn Point** is the W extremity of Stuart Island. It is bold, steep-to, and marked by **Turn Point Light** (48°41'20"N., 123°14'15"W.), 44 feet high on a 16-foot white concrete tower.
Reid Harbor indents the SE shore of Stuart Island and trends NW about 1.5 miles. The harbor, which is landlocked and 400 yards wide, affords good anchorage in 4 to 5 fathoms, soft bottom. The State Parks and Recreation Commission maintains a small-craft pier and floats here. The harbor is free of danger, but from the E entrance point foul ground extends about halfway across the entrance. Enter in midchannel and anchor anywhere in the middle of the wider portion of the harbor. In 1996, a visible wreck was reported in the harbor entrance in about 48°40'12"N., 123°11'19"W.
Prevost Harbor, on the N shore of Stuart Island about 1.5 miles E of Turn Point, affords good shelter and anchorage. A pier used by the Coast Guard and the county is on the W shore of the harbor. Mail is delivered to the island by air. The State Parks and Recreation Commission maintains a float landing for small boats.
Satellite Island lies within Prevost Harbor, with reefs and shoals extending off its SE extremity. Vessels should not pass E of the island. Enter in midchannel W of Satellite Island and anchor in 6 to 7 fathoms, muddy bottom, in the middle of the wider portion just within the entrance, keeping clear of a rock that uncovers 6 feet, 200 yards off the S shore.
Johns Pass, between Stuart Island and **Johns Island** close E, is much used by fishing vessels and small boats. At the S end of the pass foul ground extends about 0.6 mile SE from Stuart Island.
Waldron Island, 6.5 miles E of Turn Point, is steep and rocky on the E side, but flat with sandy beaches on the N and W sides. It is irregular in shape and 3 miles long. The highest point, 612 feet, is near **Point Disney**, its S end. On the N and E sides of the island is a high yellow sand bluff, terminating abruptly in **Point Hammond**.
Cowlitz Bay, which indents the SW shore of Waldron Island, is a broad, open bight affording anchorage in fair weather. Shoal water extends 0.5 mile S of **Sandy Point**, the W end of the island. **Mouatt Reef**, with a least depth of 3 feet and marked by kelp, is 0.4 mile offshore and 0.5 mile N of Point Disney. A wharf built out to a depth of 7 feet, is on the shore NE of Mouatt Reef.
Bare Island, small, grassy, and bare of trees, is 0.5 mile NNW of Point Hammond, and **Skipjack Island**, 120 feet high and wooded, is about 1.2 miles NW of Point Hammond. The passage between them should be avoided because of its high current velocity. A small, bare rock is off the E end of Skipjack Island, and a group of rocks awash, are about midway between it and Bare Island. **Skipjack Island Light** (48°43'58"N., 123°02'21"W.), 18 feet above the water, is shown from a steel tower on the W side of the island.
A rocky shoal with a least depth of 6 fathoms is about 2 miles NNE of Skipjack Island and is marked by an isolated danger lighted bell buoy.
Currents.–In the S end of San Juan Channel, between Goose Island and Deadman Island, the average current velocity is 2.6 knots on the flood and ebb, however, maximum flood currents of 5 knots or more cause severe rips and eddies. Daily current predictions for this location may be obtained from the Tidal Current Tables.
Note: If a tug is not furnished, the use of an anchor in docking is recommended when winds prevail. Vessels backing out of the Whatcom Creek Waterway channel must stay in the axis of the channel until abeam of Starr Rock Buoy to avoid shoal water on either side.
Blaine, a small town on the NE shore of Drayton Harbor, is a **customs port of entry**.
Quarantine, customs, immigration, and agricultural quarantine.–(See chapter 3, Vessel Arrival Inspections, and Appendix A for addresses.)
Quarantine is enforced in accordance with regulations of the U.S. Public Health Service. (See Public Health Service, chapter 1.)

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Seattle	Commander 13th CG District Seattle, WA	(206) 220-7001

Navigation Managers Area of Responsibility

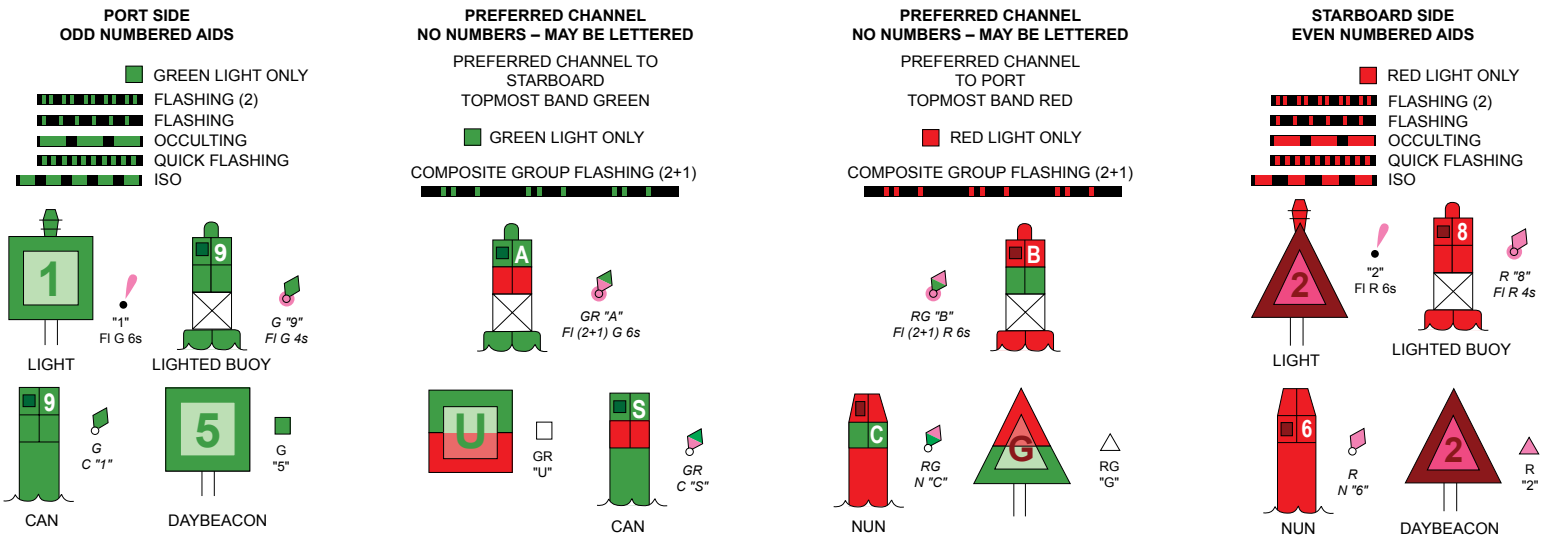


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at http://www.nauticalcharts.noaa.gov/staff/contact.htm.

18431

03' 02' 01' 123° 00' 59'

52'

51'

48° 50'

49'

40'

30'

20'

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - WEST COAST

WASHINGTON

ROSARIO STRAIT TO CHERRY POINT

NOTE A

Navigation regulations are published in Chapter 2, U.S Coast Pilot 7. Additions or revisions to Chapter 2 are pub lished in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander 13th Coast Guard District in Seattle, Washington or at the Office of the District Engineer, Corps of Engineers in Seattle, Washington.

Refer to charted regulation section numbers.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

See Canadian List of Lights, Buoys and Fog Signals for information not included in the U.S. Coast Guard Light List.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 7 for important supplemental information.

CANADIAN WEATHER RADIO BROADCAST

The Canadian Weather Service station listed below provides continuous marine weather broadcasts. The range of reception is variable, but for most stations is usually 20 to 40 miles from the antenna site.

Vancouver, BC	CFA-240	162.400 MHz

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Mercator Projection
Scale 1:25,000 at Lat 48°47'N

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER IN U.S. TERRITORY
AT LOWEST NORMAL TIDES IN CANADIAN TERRITORY

Additional information can be obtained at nauticalcharts.noaa.gov.

For Symbols and Abbreviations see Chart No. 1

HEIGHTS

Heights in feet above Mean High Water in U.S. Territory. Heights expressed in feet above Higher High-Water. Larger Tides in Canadian Territory.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and Canadian Surveys.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

NOTE B

TRAFFIC SEPARATION SCHEME

One-way traffic lanes overprinted on this chart are RECOMMENDED all vessels traveling between the points involved. They have been des aid in the prevention of collisions in the Strait of Georgia water not intended in any way to supersede or alter the applicable Ru Road. Separation zones are intended to separate inbound and outb and to be free of ship traffic. Separation Zones should not be us for crossing purposes. When crossing traffic lanes and separation extreme caution.

Precautionary Areas have been established where major lan and cross the traffic separation scheme. It is recommended that vesse with caution in these areas. Wherever practical, vessels entering or system should do so at these precautionary areas. For more informatio Traffic Separation Scheme procedures and regulations, see 33 CFR Chapter 2 of the U.S. Coast Pilot.

For information governing the VESSEL TRAFFIC MANAGEM INFORMATION SYSTEM for the coastal waters of southern British see National Geospatial-Intelligence Agency Publication 154, Sailing (enroute) for British Columbia, and the Sailing Directions British Coast (South Portion) Volume 1, published by the Canadian Hyc Service.

NOTE H

The U.S. Coast Guard operates a mandatory Vessel Traffic Services (VTS) system in the U.S. waters covered by this chart. Vessel operating procedures and designated radio-telephone frequencies are published in 33 CFR 161, the U.S. Coast Pilot, and/or the VTS User's Manual.

NOTE I

A Cooperative Vessel Traffic Services (CVTS) system has been established by the United States and Canada within the adjoining waters in the Juan de Fuca Region. The appropriate Vessel Traffic Center (VTC) (Tofino Traffic, Seattle Traffic, Vancouver Traffic) administers the rules issued by both nations, however, it will enforce only its own set of rules within its jurisdiction.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.616" southward and 4.644" westward to agree with this chart.

CALLING-IN POINTS

7 Vessel Traffic Services calling-in point with numbers; arrow indicates direction of vessel movement.

PRECAUTIONARY AREA (see note B)

COOPERATIVE VESSEL TRAFFIC SERVICES (see note I)

CANADA

UNITED STATES

Cable Area

Gulf Islands National Park Reserve

G "U59" Fl.G 4s

Joins page 8

PRECAUTIONARY AREA (see note B)

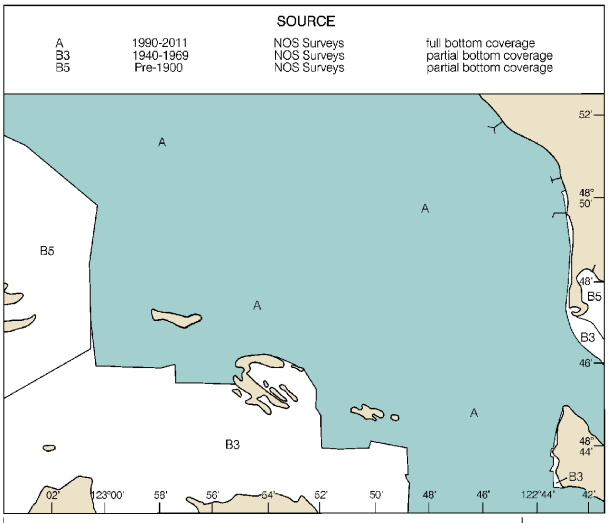
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1

Yards: 1000 0 1000 2000

58' 57' 56' CONTINUED ON CHART 18421 55' 54' 53' 50" 40" 30"



SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

STRAIT OF GEORGIA

PRECAUTIONARY AREA (see note B)

REGULATED NAVIG. 165.1301 & 16 (see note

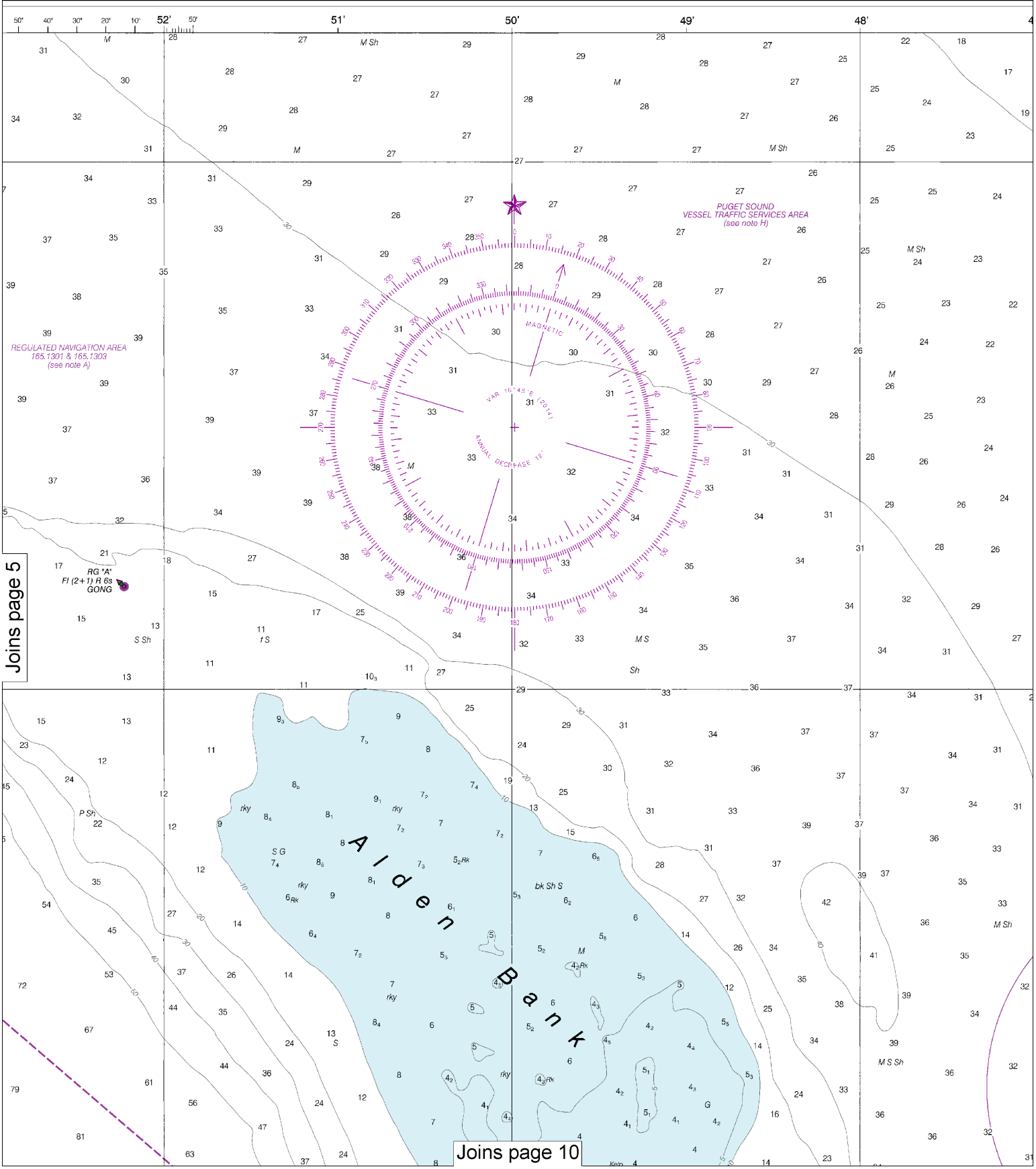
M S Sh

M Sh

Joins page 6

Joins page 9

This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:35714. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

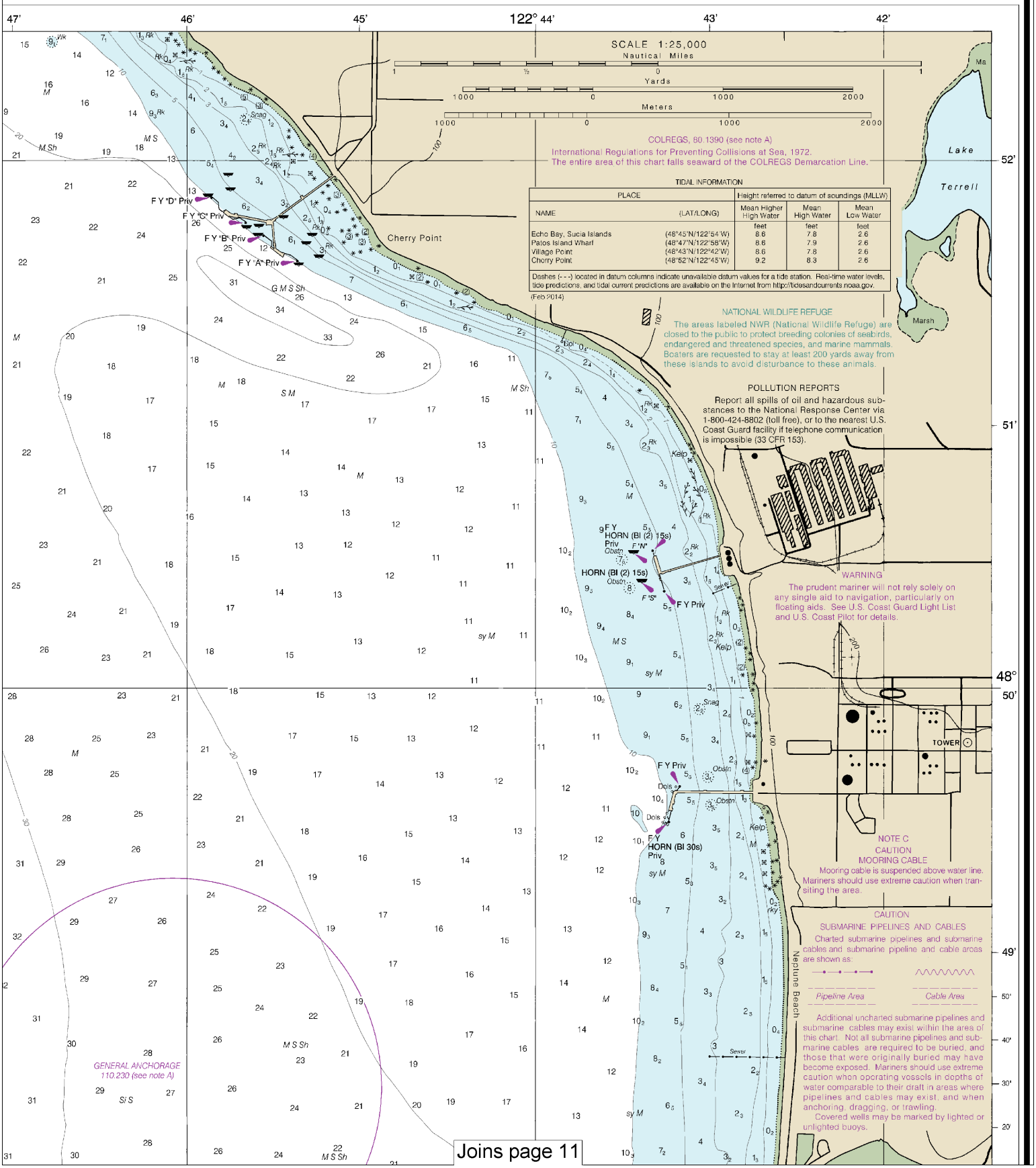


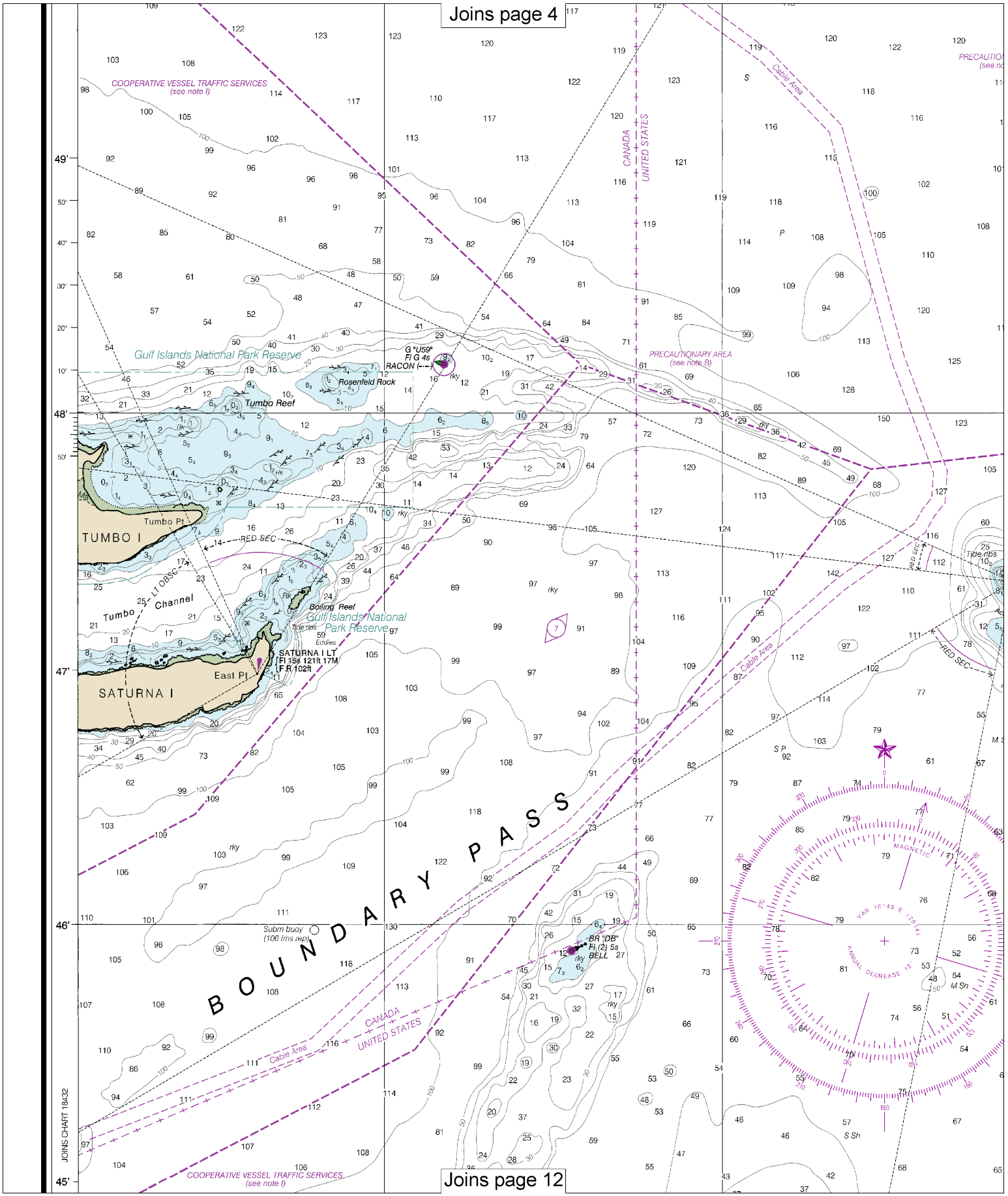
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1

Yards: 1000 0 1000 2000


47'
46'
45'
122° 44'
43'
42'
52'
51'
48°
50'
49'
40'
30'
20'
SCALE 1:25,000
Nautical Miles
Yards
Meters
COLREGS, 80.1390 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.
TIDAL INFORMATION
PLACE
NAME
(LAT/LONG)
Height referred to datum of soundings (MLLW)
Mean Higher High Water
Mean High Water
Mean Low Water
Echo Bay, Sucia Islands (48°45'N/122°54'W) 8.6 7.8 2.6
Patos Island Wharf (48°43'N/122°42'W) 8.6 7.9 2.6
Village Point (48°43'N/122°42'W) 8.6 7.8 2.6
Cherry Point (48°52'N/122°45'W) 9.2 8.3 2.6
Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.
(Feb 2014)
NATIONAL WILDLIFE REFUGE
The areas labeled NWR (National Wildlife Refuge) are closed to the public to protect breeding colonies of seabirds, endangered and threatened species, and marine mammals. Boaters are requested to stay at least 200 yards away from these islands to avoid disturbance to these animals.
POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).
WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.
NOTE C
CAUTION
MOORING CABLE
Mooring cable is suspended above water line. Mariners should use extreme caution when transiting the area.
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.
Covered wells may be marked by lighted or unlighted buoys.
Cherry Point
F Y "D" Priv
F Y "C" Priv
F Y "B" Priv
F Y "A" Priv
F Y HORN (Bl (2) 15s) Priv
F "N"
HORN (Bl (2) 15s)
F "S"
F Y Priv
F Y Priv
F Y HORN (Bl 30s) Priv
TOWER
Lake Terrell
Marsh
Neptune Beach
GENERAL ANCHORAGE 110.230 (see note A)
Joins page 11



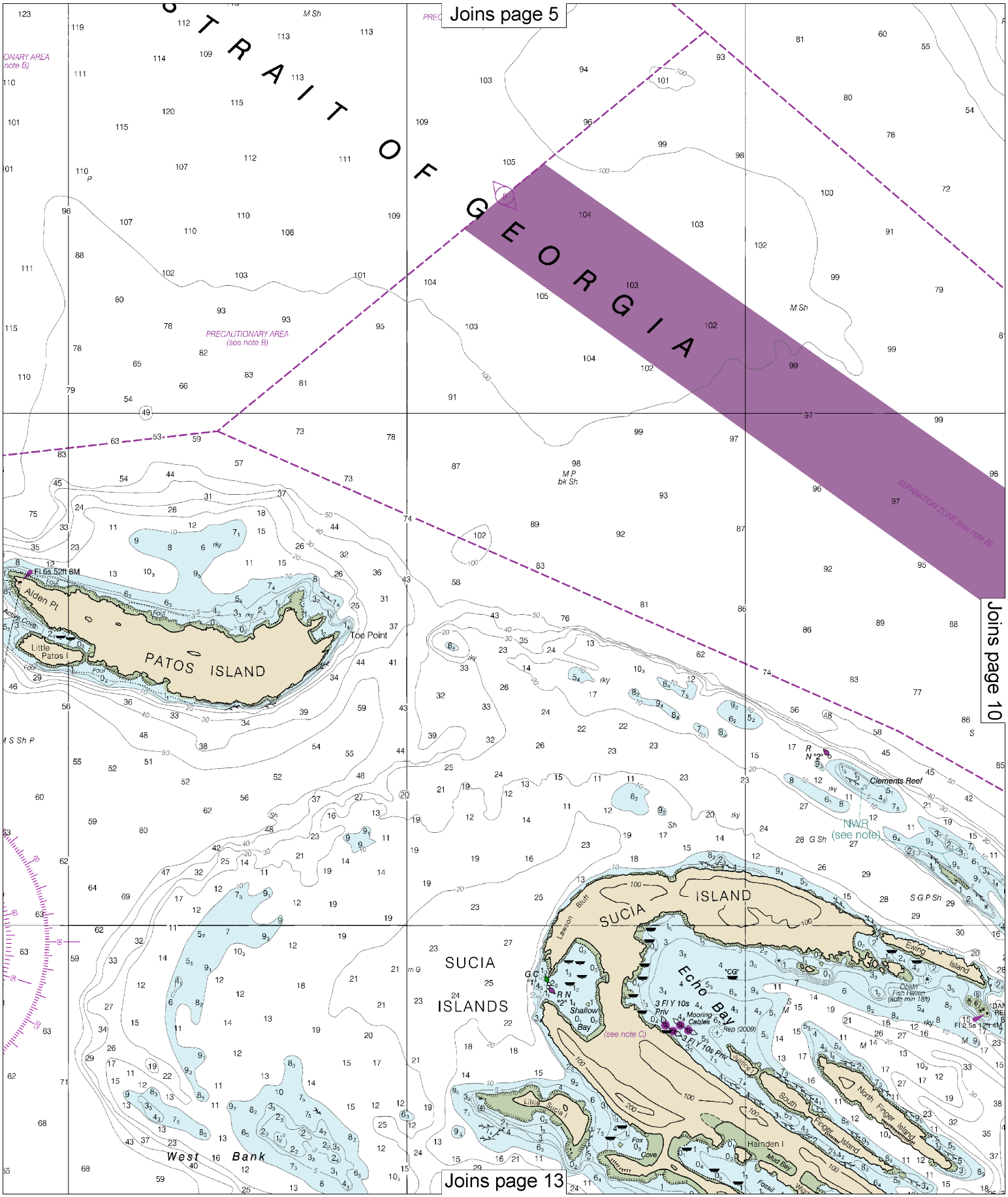
8

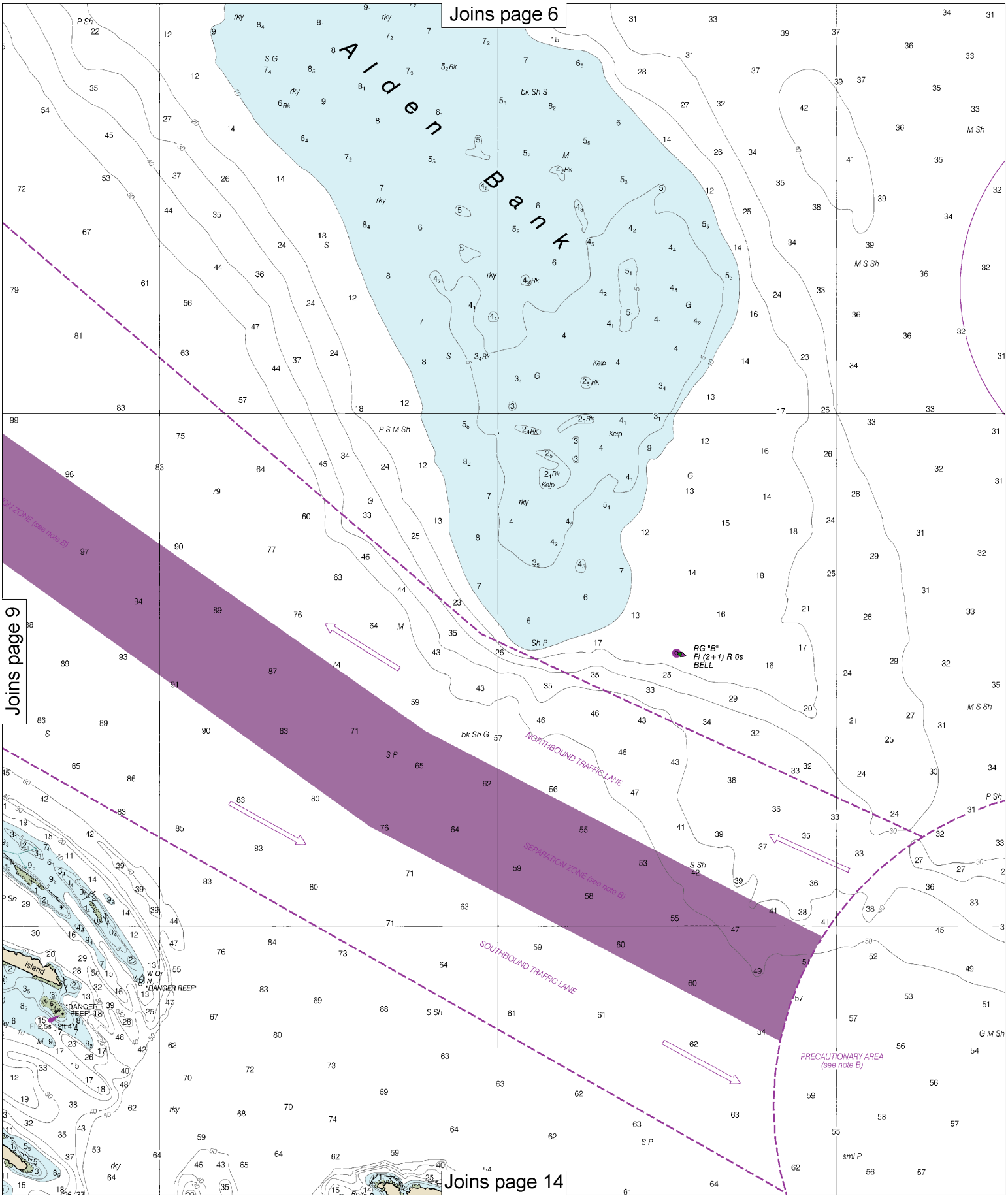
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 5
STRAIT OF GEORGIA
PRECAUTIONARY AREA (see note B)
SEPARATION ZONE (see note B)
Joins page 10
Fl 6s 52ft 8M
Alden Pt
Active Cove
Little Patos I
PATOS ISLAND
Toe Point
West Bank
SUCIA ISLANDS
SUCIA ISLAND
Lawson Bluff
Clements Reef
NWR (see note)
Echo Bay
Shallow Bay
(see note C)
3 Fl Y 10s Priv
Mooring Cables
Rep (2009)
Ewing Island
Obstn
Fish Harvest (auth min 18ft)
Fl 2.5s 12ft 4M
Little Sucia I
Fox Cove
Harnden I
Mud Bay
South Finger Island
North Finger Island
Joins page 13

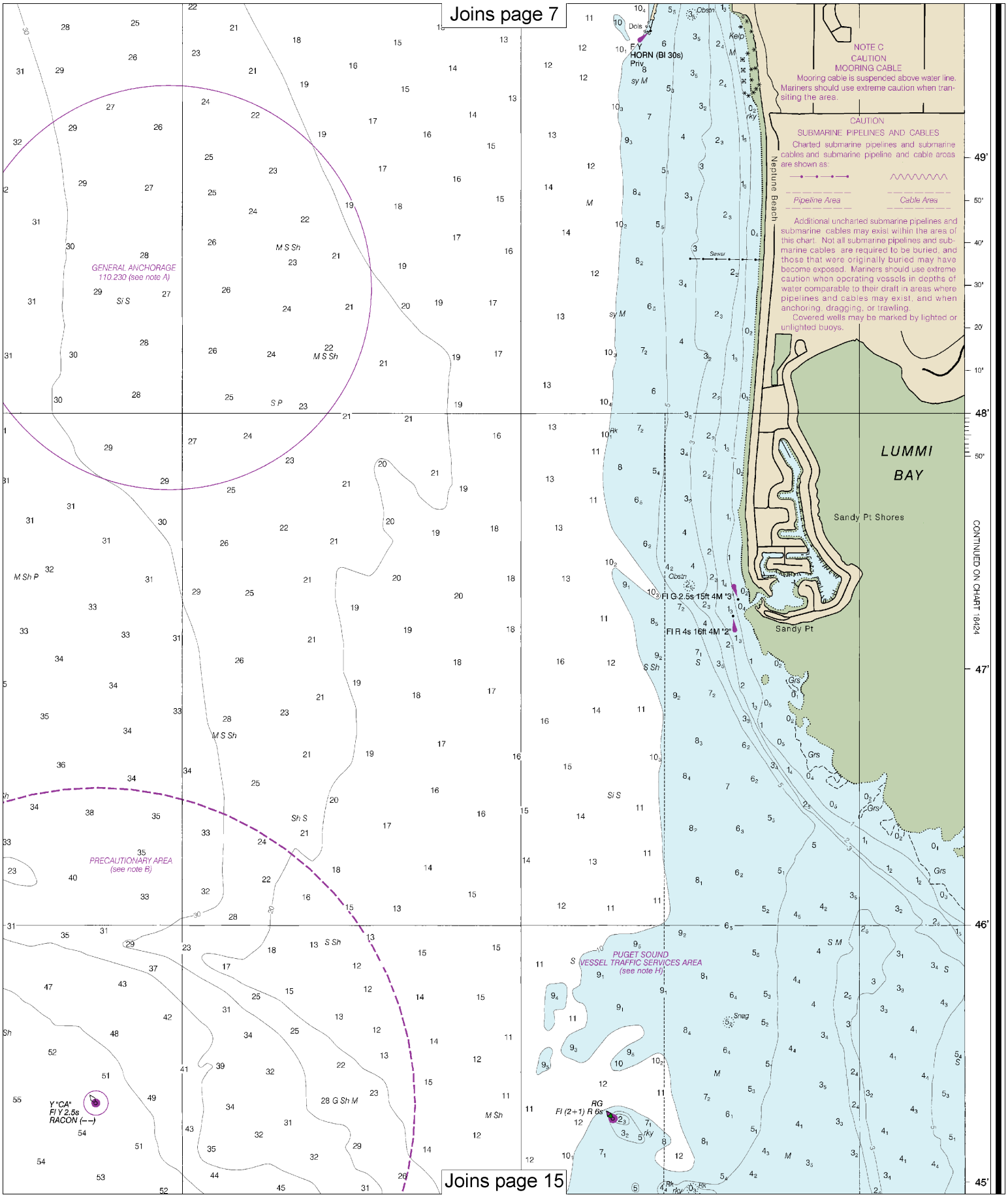


Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000


Joins page 7
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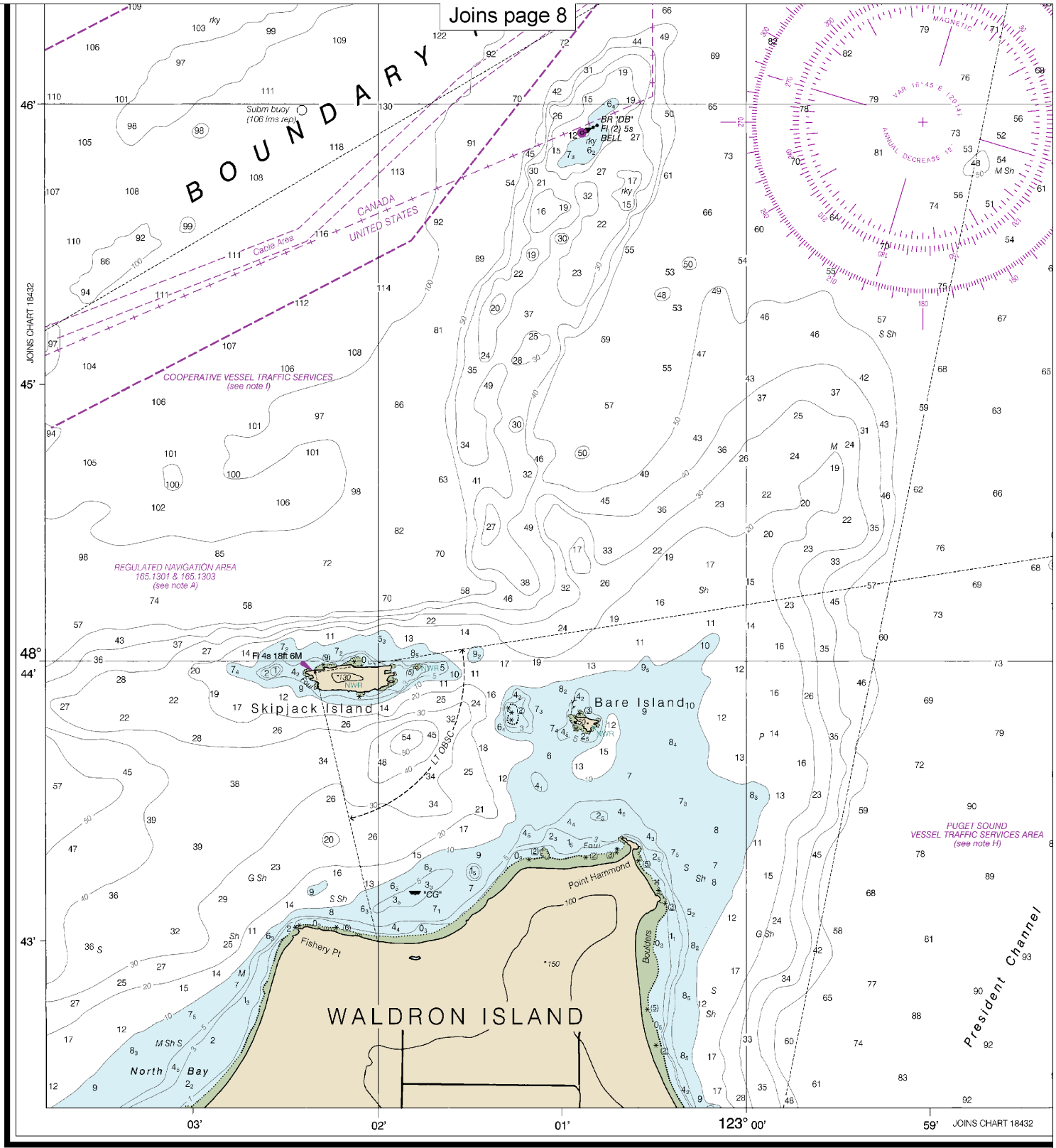
Covered wells may be marked by lighted or unlighted buoys.
LUMMI
BAY
Sandy Pt Shores
Sandy Pt
Neptune Beach
HORN (Bl 30s)
Priv
Fl R 2.5s 15ft 4M "3"
Fl R 4s 16ft 4M "2"
GENERAL ANCHORAGE
110.230 (see note A)
PRECAUTIONARY AREA
(see note B)
PUGET SOUND
VESSEL TRAFFIC SERVICES AREA
(see note H)
Y "CA"
Fl Y 2.5s
RACON (—)
RG
Fl (2+1) R 6s
CONTINUED ON CHART 18424
Joins page 15



18431

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

SCALE 1:25,000

Nautical Miles: 1 ½ 0

Yards: 1000 0

Meters: 1000 0

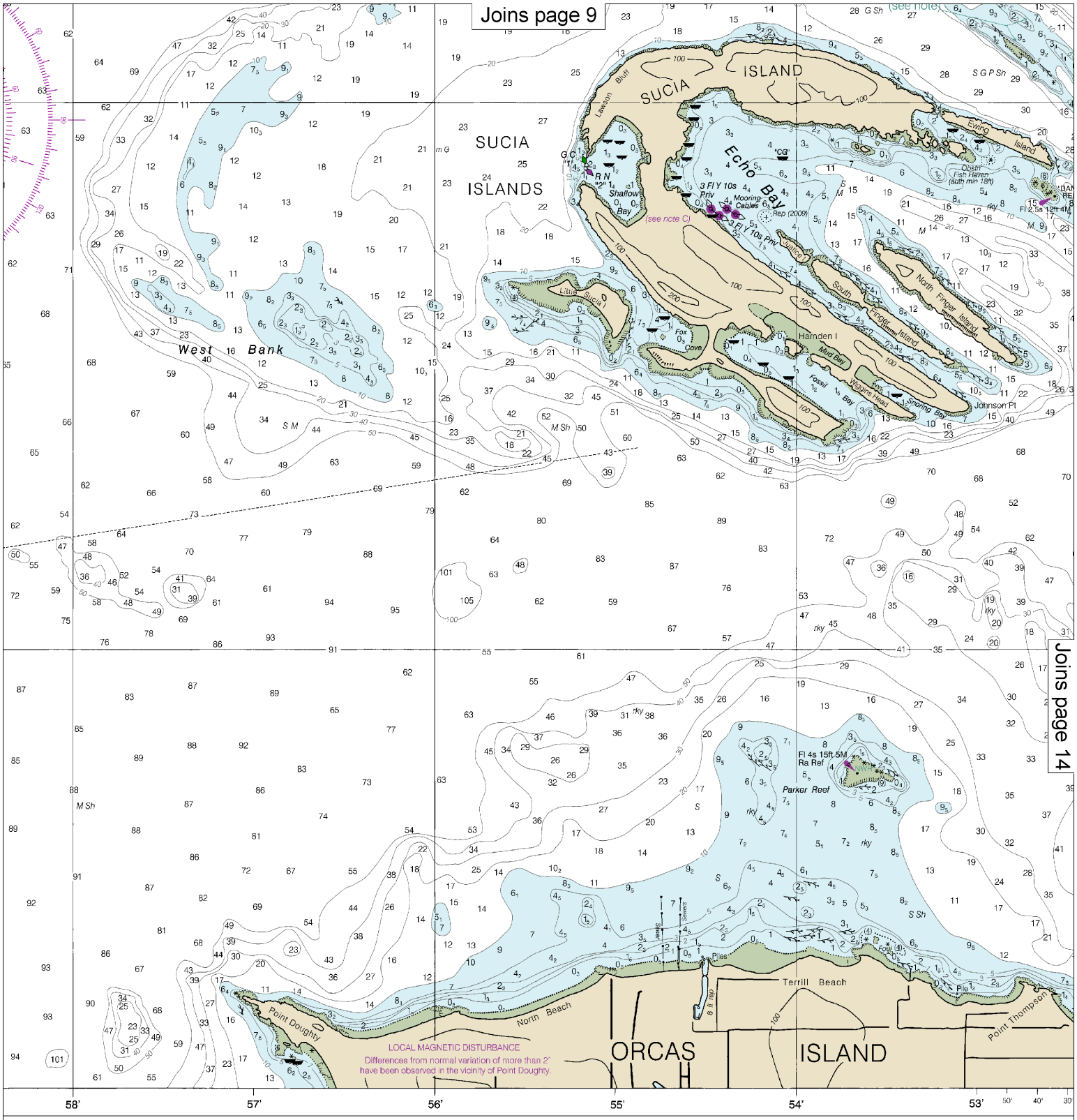
9th Ed., May 2014. Last Correction: 11/28/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles: 1 ½ 0 1

Yards: 1000 0 1000 2000



Published at Washi
U.S. DEPARTMENT O
NATIONAL OCEANIC AND ATMOS
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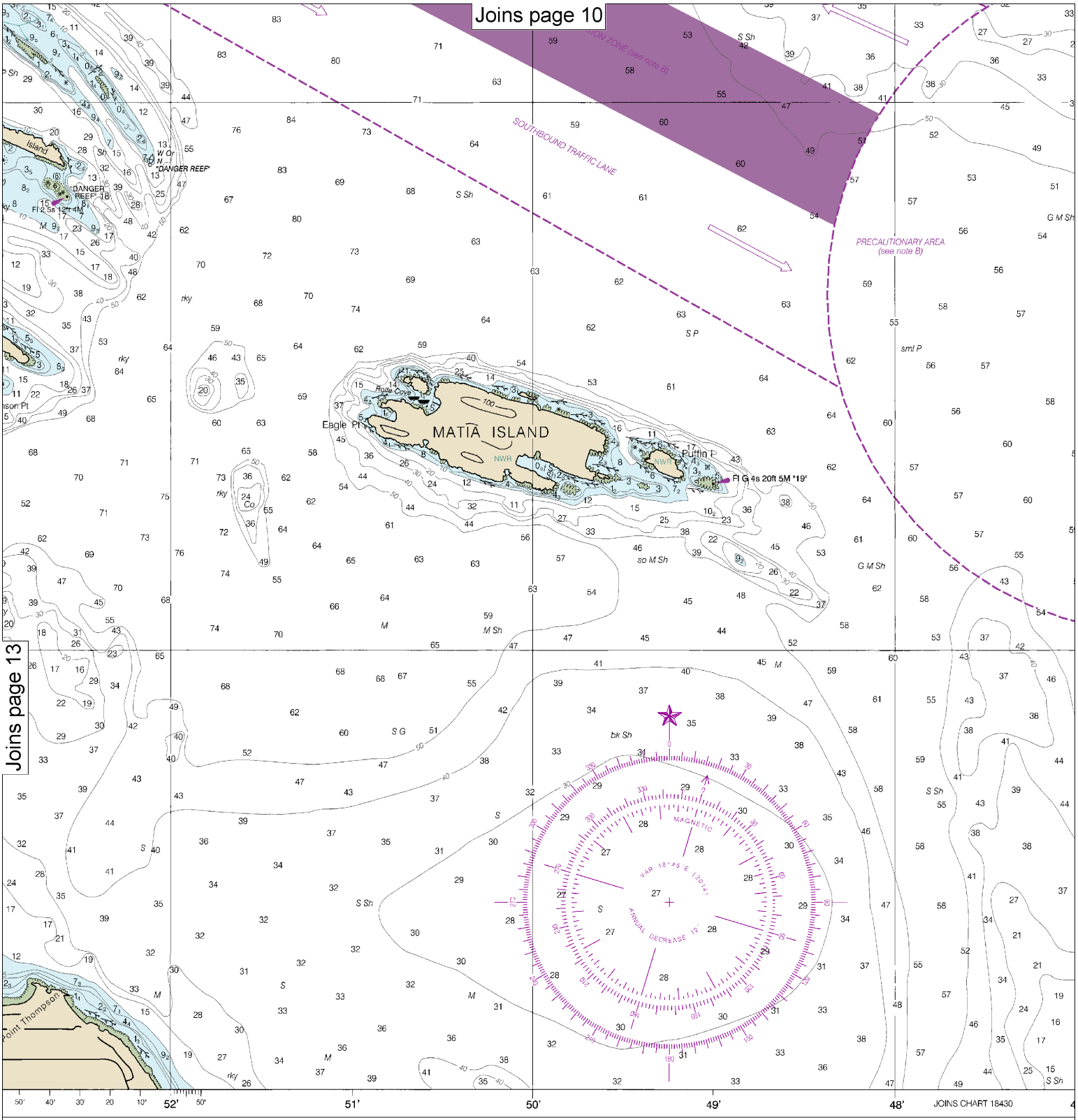
COAST SUR

1000 2000

1000 2000



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EPARTMENT OF COMMERCE
NIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

SOUNDINGS IN FATHO

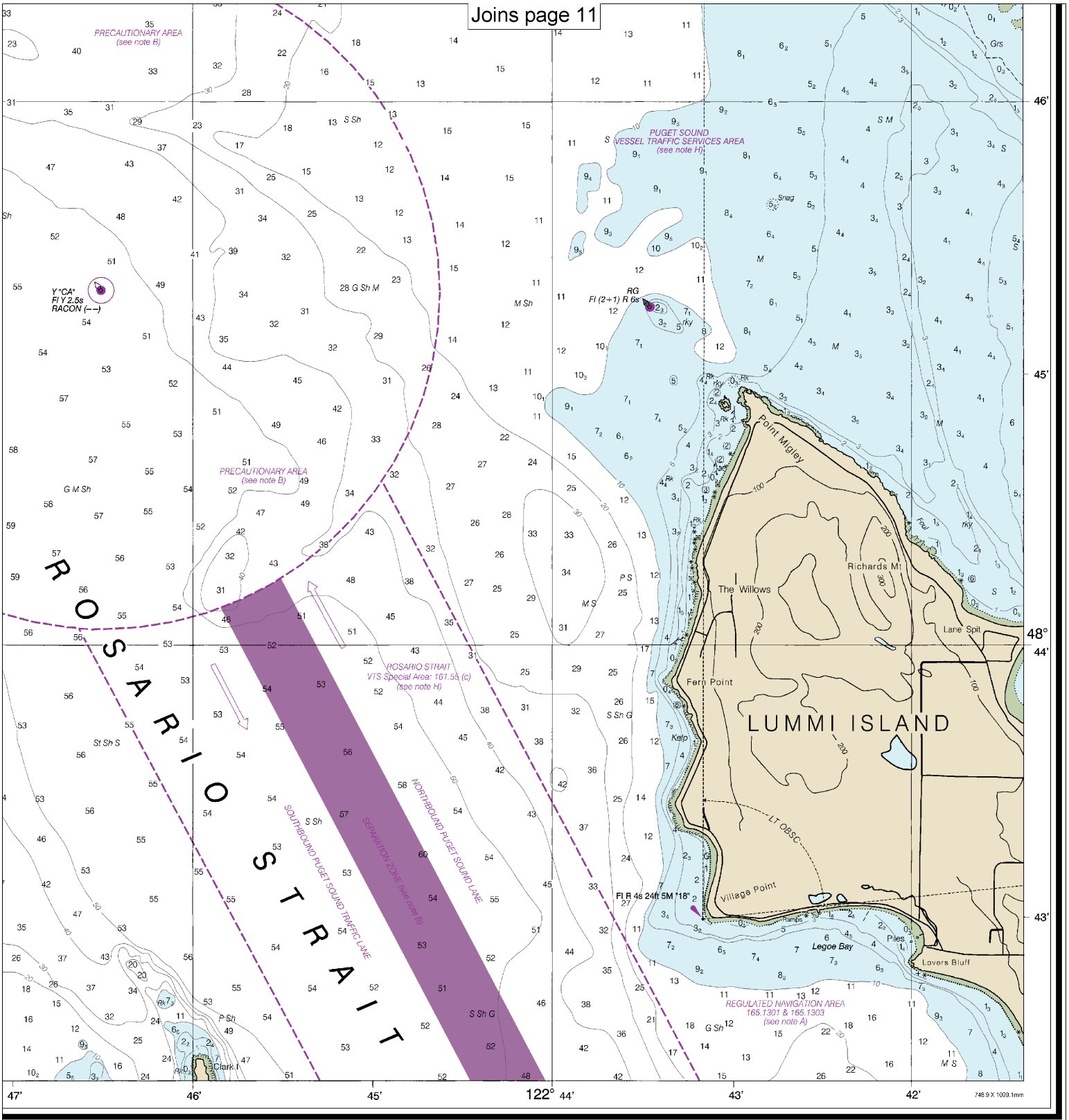
(FATHOMS AND FEET TO 11 FATHOMS)

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.

Nautical Miles
1 ½ 0 1

Yards
1000 0 1000 2000



OMS

FATHOMS	
FEET	
METERS	

Rosario Strait to Cherry Point

SOUNDINGS IN FATHOMS - SCALE 1:25,000

18431

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Interactive chart catalog	—	**http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
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Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

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